

THE BURNSIDE EXPEDITION.

Terrible Storms on the North Carolina Coast.

THEIR EFFECT ON THE FLOTILLA.

SEVERAL OF THE VESSELS WRECKED.

THREE LIVES LOST.

Most of the Fleet and Soldiers Safe in Pamlico Sound.

Affairs Progressing Satisfactorily when the Special Messenger Left.

Confidence of the Troops in Gen. Burnside.

SKETCHES OF MEN AND VESSELS LOST, &c., &c., &c.

General Burnside's Official Report.

WASHINGTON, Jan. 28, 1862.
A special messenger, with despatches from Gen. Burnside, reached Washington this morning. They are dated, "Headquarters, Department of North Carolina, Hatteras Inlet, Jan. 26, 1862." The messenger left Hatteras on Sunday.

Gen. Burnside states:—
We left our anchorage at Annapolis on Thursday, the 9th, and, after a protracted passage, owing to dense fogs, arrived at Fort Monroe on Friday night, at twelve o'clock. Leaving Fort Monroe on Saturday, at ten in the morning, we proceeded at once to sea, but, owing to fogs on Sunday night, our progress was very slow. On Monday, the 13th, the weather cleared, with a heavy wind and a rough sea, which caused our vessels to labor very heavily, and some were obliged to cut loose from the vessels they were towing.

Most of them, however, passed over the bar, and anchored inside the harbor about twelve o'clock noon on the 15th, just in time to escape the severe gale of Monday night and Tuesday.
The propeller New York ran on the bar at the entrance to the harbor, and, owing to the severe weather and want of small boats, we could render her no assistance. She was laden with stores, and was lost.

The General also says he had been led to believe that he would find experienced pilots at Hatteras, but had great difficulty in accomplishing his wish for proper accommodations. He adds that he would commence that day to build a wharf for landing supplies. The men were cheerful and patient, and he would proceed with confidence.

An accident occurred in an effort to relieve the steamer New York, by which a boat was swamped, and the lives of Colonel Allen, of the Ninth New Jersey, his surgeon, and a mate of the boat were lost.

After the arrival of the expedition at Hatteras, the enemy made their appearance in one or two vessels, on a reconnoitering expedition. Our boats gave chase and drove them back.

The transports and vessels grounded will be got off by the aid of the tugboats. Only one, the New York, was lost, and no lives, the three above referred to excepted.

The Report of the Special Messenger from the Expedition.

WASHINGTON, Jan. 28, 1862.
The following details in relation to the Burnside expedition are furnished by Mr. Sheldon, the bearer of despatches from General Burnside to the War Department. On Monday, the 13th of January, the leading vessels of the fleet anchored in Hatteras Inlet, but a gale from the northeast prevented the others from entering. They found a safe anchorage outside. Inside of the inlet the swiftness of the current and the limited space caused some collisions, although the steamers had two anchors out and kept stem up.

The screw steamer New York grounded on the outer bar while waiting for a pilot, and proved a total loss. One of the gunboats was saved by her anchor, and sunk in shallow water. Her cargo was saved.

On the 14th the gale continued, making communication between the vessels almost impossible. Colonel Allen and the surgeon of a New Jersey regiment were drowned by the upsetting of a surfboat.

On the 16th the gale increased; several of the steamers got the ground in the harbor. A transport schooner went ashore on the outer bar, but was finally towed. Five transport ships remained outside.

The 17th was foggy, but sufficiently calm to enable some work to be done. A number of schooners and one steamer arrived. One of two steamers were got off, and others took the ground in their place.

The 18th the fog was very dense. Three small steamers and a gunboat were busily employed in tugging at the larger vessels and in lightening their draft. The most efficient boat in the fleet is the stern-wheel steamer drawing two feet.

The 19th was foggy. The precatons was lost on the beach near Loggerhead Inlet. Twenty-four horses saved out of ninety. The rest of the cargo, consisting principally of forage, was lost. The horses were landed, and several vessels towed over the bulkhead.

On the 20th and the 21st—the first really fine days—several vessels were towed successfully over the bulkhead. Two ships were towed from outside, and the Twenty-fourth Massachusetts landed, with tents and camp equipment, to lighten the steamer Guide for her passage over the bulkhead.

On the 22d the Guide attempted to go over, assisted by two steamers; though only drawing seven feet, eight inches, she struck. A violent northeast gale then put a stop to all work. The storm continued, with heavy rain during the 23d, 24th and 25th.

On the 26th the wind moderated, and the Guide got safely over. Another large transport, the Northern, nearly effected the passage, and will no doubt accomplish it. On the 26th—last Sunday—there were over the bulkhead four large steamers, five screw gunboats and six schooners, furnishing transportation for one brigade. Eleven naval gunboats are over. Most of the schooners and other gunboats can be got over at any time. Although few vessels have been lost, and one, or perhaps two disabled, no persons have perished, except Colonel Allen, the surgeon of the New Jersey regiment, and one other, and few horses have been destroyed, except in the case of the New York.

Nothing has occurred to interfere with the success of the expedition except the delay caused by the high winds and a current which runs five miles an hour, making communication difficult and dangerous. It is difficult to make anchors hold in the loose sands of the bottom. The want of a landing place also causes a serious loss of time, but it seems impossible to make one on sands which shift with every gale.

The health of the men is excellent; the deaths from disease unusually few; only three from accident. The troops are cheerful and full of confidence in the General commanding, who is at work night and day. There can be little doubt that in a few days everything will be ready for the advance.

The Newspaper Despatches.

FORTRESS MONROE, Jan. 27, 1862.
We have just received the first direct and official intelligence of the arrival of the Burnside expedition at its destination.

We are indebted to Dr. A. Rawlings, the only passenger except Mr. Sheldon, the government messenger, for the above statements.

The Eastern State left Hatteras Inlet last night (Sunday, Jan. 26), and arrived here this afternoon.

The recent storms were unusually severe at Hatteras,

and considerably delayed the expedition, but when the Eastern State left everything looked favorable.

The expedition sailed from Hampton Roads on the 11th and 12th of January, and consisted of over one hundred and twenty-five vessels of all classes. They arrived at Hatteras between the 12th and 17th instant, having been greatly retarded by the storms and adverse winds which prevailed during that time.

After their arrival at Hatteras they experienced a series of storms of such severity that for two days in succession, on more than one occasion, it was impossible to hold any communication between any two vessels of the fleet.

After the first storm it was discovered that, instead of vessels drawing eight and a half feet of water being able to go over the bar, or bars, as General Burnside had been informed, no vessel drawing over seven feet (three inches could pass into Pamlico Sound. No vessel either could pass outside the bar drawing over thirteen feet of water, unless very skillfully piloted, consequently the steamer New York, on the 13th inst., struck on the outside of the bar.

The New York was loaded with a cargo valued at two hundred thousand dollars, consisting of powder, rifles and bombs, and proved a total loss. The captain and crew, after bravely remaining in the rigging for forty hours, were saved.

The gunboat Zouave dragged her anchors, had a hole stove in her bottom, and sunk. She is a total loss. Her crew and guns were saved.

The steamer Roanoke went ashore on the 11th inst., near the lighthouse, and became a total wreck. Nineteen valuable horses belonging to the Rhode Island battery were on board of her, and were nearly all drowned, including several valued at five hundred dollars each.

The Grapnel, in tow of the New Brunswick, parted her hawser and went down. The crew were saved.

An unknown schooner loaded with oats, and another schooner, name unknown, and six of her crew, were also lost on the beach.

The steamer Louisiana struck on the bar, where she still remains. The report of her having been burned is entirely incorrect. She may get off.

The Eastern States and the Voltigeur are also ashore. The latter will probably get off.

The water vessels attached to the expedition had not reached their destination when the Eastern State left; and had it not been for the condensers on board some of the vessels and a vessel on shore, the most terrible sufferings must have occurred among the troops. As it was the water casks were composed of old whiskey, camphine and kerosene oil casks.

It is thought that the Union pilots of Hatteras have proved traitors, having intentionally run several vessels ashore.

The current was running at the rate of five miles an hour, and the chop seas prevented General Burnside from lowering any signal of distress or communicating with his generals. At one moment flags would appear with Union down on a number of vessels, indicating want of water, coal and provisions, and then would be lost from view.

Colonel Allen, of the Ninth New Jersey regiment, and his surgeon, Weller, with a boat's crew and the second mate of the Anne E. Thompson, when they found that the troops needed water, manned a lifeboat in order to reach the General and obtain R. Unfortunately the boat was swamped, and the Colonel, Surgeon and mate were drowned. The crew of the boat were saved.

The large transports with troops remained outside the bar until the arrival of the S. R. Spaulding from Fort Monroe on the 26d, when Captain Howe volunteered to bring them all inside. This was accomplished. Sunday afternoon, the Eastern State passing the last of them as she left. Fair weather had set in, and the schooners of the expedition are making their appearance with water, coal and provisions, and everything looked more promising.

General Burnside left Fort Monroe on the 15th, but subsequently took possession of the Spaulding, which he will occupy as his flagship. She will also be used for taking the remaining troops over the bar.

The only troops that have been landed are the Twenty-fourth Massachusetts regiment and the Rhode Island battery. Colonel Harkness' regiment goes with the Burnside expedition, and their place is to be filled by the Sixth New Hampshire regiment.

There has been no loss of life except what is above mentioned. Eleven deaths of soldiers have occurred since the fleet sailed.

Different reports are received at Hatteras from the surrounding population in relation to the disposition and intentions of the enemy. Some who come in say that the rebels are completely frightened, and will not make a stand. Another report is, that large masses of troops will be concentrated in the vicinity; and still another report, confirmed by many, is that their exertions will be directed chiefly to placing obstacles in the way of our progress at Norfolk.

The rebels have a good look out on our movements with their gunboats. Two of them made their appearance immediately after the storm, but disappeared when chased.

General Burnside has been indefatigable, day and night he has been at his post, performing the duties of his whole staff of officers. He is confident of the ultimate success of the expedition, and has the respect of every man under his command.

In spite of all these adverse circumstances the General has succeeded in getting over the bar one-half of his vessels, including all the gunboats and seven thousand troops. Everything appeared to be in satisfactory condition when the Eastern State left on Sunday night, the 26th inst.

Sketches Col. Allen and Surgeon Weller.

COL. J. W. ALLEN.
Colonel Joseph Warren Allen was born in Bristol, Pennsylvania, in the memorable year of 1812. At the age of twelve years, having displayed a great taste for engineering, his parents determined to gratify his ambition, and he was employed as a contractor on the Camden and Amboy Railroad. Having displayed the ability of much older contractors and civil engineers, he attracted the attention of the proprietors of the road, and was retained in their employ up to the time of his departure with the Burnside expedition. The Colonel also participated in a very conspicuous part in the construction of the Harper's Ferry and Cumberland Railroad, the Newark and Hoboken Railroad, the New Long Island Railroad, the Dundee Water Works, and the celebrated Stevens' Battery.

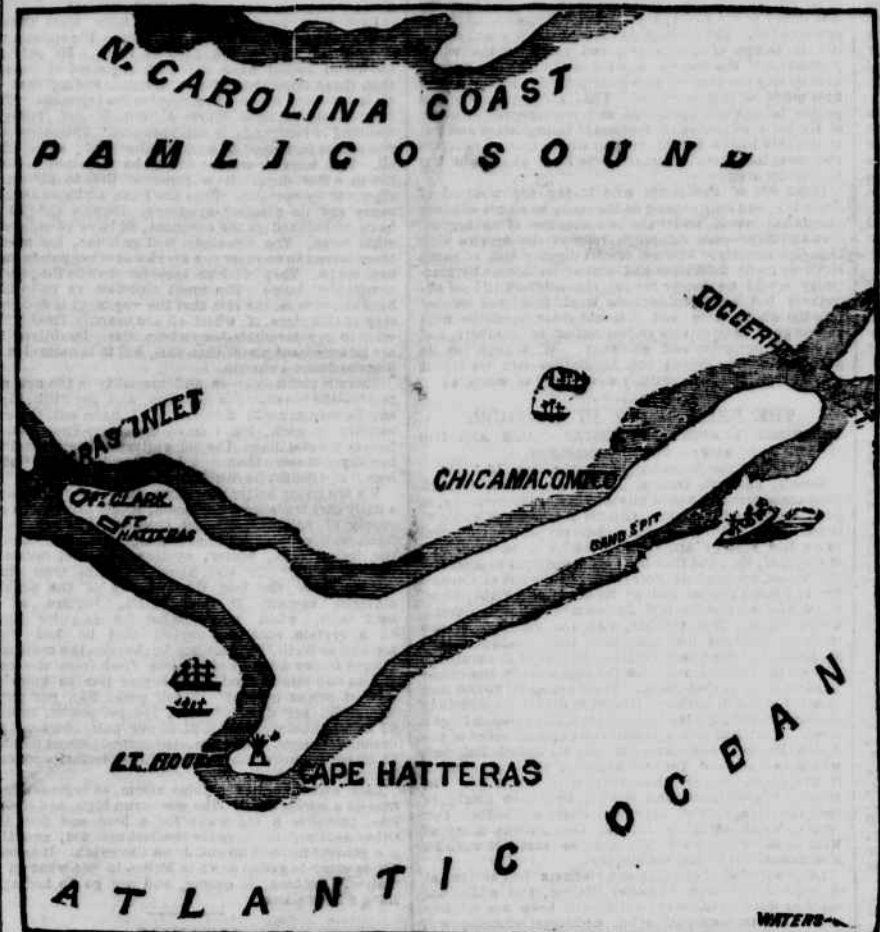
In 1844 he was elected to the State Senate of his native State by the old line whig party, where he gave such decided proof of his thorough statesmanship that he was re-elected for a second term. The Colonel was also on two occasions a very prominent candidate for Governor of New Jersey. He was beloved by all who knew him for his urbanity and polished deportment, his thorough honesty and benevolence. When his country became entangled in civil war, at the solicitation of Governor Olden he accepted the position of Colonel of the Ninth New Jersey Volunteers, among whom he was almost an idol. The Colonel leaves a wife and four children to mourn his loss.

SURGEON FREDERICK A. WELLER.
Surgeon Frederick A. Weller was born in Paterson, New Jersey, in the year 1817, and was the son of Benjamin Weller, proprietor of a hotel in Paterson, of great notoriety among travellers on the Philadelphia railroad. He received a liberal education; and studied medicine with Dr. E. J. March, an eminent physician in Paterson. He enjoyed a very lucrative practice; but when the Ninth was about leaving for the seat of war, they entreated him to become their surgeon, which, like a true patriot, he could not resist. He leaves a wife and three children. His character as a physician not only fitted him for the responsible post he filled as surgeon of the Ninth, but was for him the golden opinions of the citizens of New Jersey generally.

When the news of the disaster which resulted in the death of Colonel Joseph Warren Allen and Surgeon Weller reached Trenton yesterday afternoon, it cast a gloom over the entire place; in fact many could not be persuaded that the talented and truly patriotic Colonel and surgeon, who so lately lived in the full bloom of manhood, were no more; deprived of the opportunity they so ardently desired of aiding in the good work of putting down the unholy rebellion. Crowds were collected at the different corners in the hotels and saloons discussing the probability of the news being false. At the railroad depot, on the arrival of the trains, large assemblages of citizens were also collected waiting for the latest news, and ready to pay almost any price for a paper. But at last the sad reality was too evident, and they left with the sorrowing expressions of "Poor Allen,"

THE BURNSIDE EXPEDITION.

Map Showing Hatteras Inlet, Cape Hatteras and Loggerhead Inlet.



"Poor Weller." Indeed, nothing has occurred for many years to cast such a pall over Trenton.

DESCRIPTION OF THE PRINCIPAL VESSELS LOST.

THEIR OFFICERS, ARMAMENT, THE TROOPS ON BOARD, ETC.

THE NEW YORK.

The transport New York was a large side-wheel steamer of nine hundred and ninety-five tons burthen. She belonged to Exeter, Maine, and formerly plied between Boston and St. John, New Brunswick. She was chartered by government to carry troops, and at the time of the accident she is supposed to have had on board the greater portion of the Twenty-fifth Massachusetts regiment. The following is a detailed description of the vessel:—Length, of deck, two hundred and forty feet six inches; breadth of beam, thirty-two feet six inches; draught of water, seven feet; depth of hold, thirteen feet nine inches. She was fitted out with a vertical beam engine, having one cylinder thirty inches in diameter and a stroke of piston of twelve feet; she was big rigged, built at Ontario in 1857, and was owned by Messrs. J. Small & Co. She carried no armament. The following is a list of her officers:—

Captain—David Clark.
First Officer—Edward Mulligan.
Second Officer—Dennis McCarthy.
Sailing Master—Jesse K. Pierce.
Chief Engineer—Andrew Taylor.
First Assistant Engineer—James Bee.
Second Assistant Engineer—William Harshorn.
Pilot—Thomas Wyatt.

The gunboat Zouave is a propeller of one hundred and seventy tons burthen. She was purchased by the government, and was refitted, refurnished, a new upper deck placed on her, and new boilers supplied. Her armament consisted of the following guns:—On the main deck, one thirty-two pounder rifled Parrott gun, and three twelve-pounder rifled guns. On the upper deck she carried one swivel twelve-pounder rifled gun. The following is a detailed description of the vessel:—Length, of deck, one hundred and fifty feet; breadth, twenty-seven feet; depth, eight feet. She had one vertical direct acting engine, having two cylinders eighteen inches in diameter, and a stroke of piston of twenty inches. She was built in 1861, and was used in the Hudson river and the harbor of New York. She had accommodations for about 350 troops and had on board one of the wings of the Twenty-fifth Massachusetts regiment. The following is a list of her officers:—

Captain—William Hunt.
Lieutenant of Artillery—Edward Griffin.
First Officer—William H. Hunt.
Second Officer—William H. Hunt.
First Assistant—Frederick Miller.
Second Assistant—Monroe Barnes.
Commissary Officer—F. L. Willis.
Pilot—Samuel Cameron.

The following are the names of the troops supposed to be on the two vessels, the New York and Zouave:—

THE NEW YORK.

Colonel—David Clark.
Lieutenant Colonel—Augustus R. Sprague.
Major—M. J. McCafferty.
Adjutant—Elijah A. Harkness.
Quartermaster—William O. Brown.
Surgeon—J. M. Rogers.
Assistant Surgeon—Theron Temple.
Chaplain—Charles H. Pelton.
Quartermaster Sergeant—Edward A. Brown.
Commissary Sergeant—Elihu G. Perkins.
Hospital Steward—Samuel O. Brown.
Drum Major—J. H. Sampson.
Band Master—Wm. E. Gilmore.

THE ZOUAVE.

Captain—William Hunt.
Lieutenant of Artillery—Edward Griffin.
First Officer—William H. Hunt.
Second Officer—William H. Hunt.
First Assistant—Frederick Miller.
Second Assistant—Monroe Barnes.
Commissary Officer—F. L. Willis.
Pilot—Samuel Cameron.

The following are the names of the troops supposed to be on the two vessels, the New York and Zouave:—

THE NEW YORK.

Colonel—David Clark.
Lieutenant Colonel—Augustus R. Sprague.
Major—M. J. McCafferty.
Adjutant—Elijah A. Harkness.
Quartermaster—William O. Brown.
Surgeon—J. M. Rogers.
Assistant Surgeon—Theron Temple.
Chaplain—Charles H. Pelton.
Quartermaster Sergeant—Edward A. Brown.
Commissary Sergeant—Elihu G. Perkins.
Hospital Steward—Samuel O. Brown.
Drum Major—J. H. Sampson.
Band Master—Wm. E. Gilmore.

THE ZOUAVE.

Captain—William Hunt.
Lieutenant of Artillery—Edward Griffin.
First Officer—William H. Hunt.
Second Officer—William H. Hunt.
First Assistant—Frederick Miller.
Second Assistant—Monroe Barnes.
Commissary Officer—F. L. Willis.
Pilot—Samuel Cameron.

The following are the names of the troops supposed to be on the two vessels, the New York and Zouave:—

THE NEW YORK.

Colonel—David Clark.
Lieutenant Colonel—Augustus R. Sprague.
Major—M. J. McCafferty.
Adjutant—Elijah A. Harkness.
Quartermaster—William O. Brown.
Surgeon—J. M. Rogers.
Assistant Surgeon—Theron Temple.
Chaplain—Charles H. Pelton.
Quartermaster Sergeant—Edward A. Brown.
Commissary Sergeant—Elihu G. Perkins.
Hospital Steward—Samuel O. Brown.
Drum Major—J. H. Sampson.
Band Master—Wm. E. Gilmore.

THE ZOUAVE.

Captain—William Hunt.
Lieutenant of Artillery—Edward Griffin.
First Officer—William H. Hunt.
Second Officer—William H. Hunt.
First Assistant—Frederick Miller.
Second Assistant—Monroe Barnes.
Commissary Officer—F. L. Willis.
Pilot—Samuel Cameron.

The following are the names of the troops supposed to be on the two vessels, the New York and Zouave:—

THE NEW YORK.

Colonel—David Clark.
Lieutenant Colonel—Augustus R. Sprague.
Major—M. J. McCafferty.
Adjutant—Elijah A. Harkness.
Quartermaster—William O. Brown.
Surgeon—J. M. Rogers.
Assistant Surgeon—Theron Temple.
Chaplain—Charles H. Pelton.
Quartermaster Sergeant—Edward A. Brown.
Commissary Sergeant—Elihu G. Perkins.
Hospital Steward—Samuel O. Brown.
Drum Major—J. H. Sampson.
Band Master—Wm. E. Gilmore.

THE ZOUAVE.

Captain—William Hunt.
Lieutenant of Artillery—Edward Griffin.
First Officer—William H. Hunt.
Second Officer—William H. Hunt.
First Assistant—Frederick Miller.
Second Assistant—Monroe Barnes.
Commissary Officer—F. L. Willis.
Pilot—Samuel Cameron.

The following are the names of the troops supposed to be on the two vessels, the New York and Zouave:—

THE NEW YORK.

Colonel—David Clark.
Lieutenant Colonel—Augustus R. Sprague.
Major—M. J. McCafferty.
Adjutant—Elijah A. Harkness.
Quartermaster—William O. Brown.
Surgeon—J. M. Rogers.
Assistant Surgeon—Theron Temple.
Chaplain—Charles H. Pelton.
Quartermaster Sergeant—Edward A. Brown.
Commissary Sergeant—Elihu G. Perkins.
Hospital Steward—Samuel O. Brown.
Drum Major—J. H. Sampson.
Band Master—Wm. E. Gilmore.

THE ZOUAVE.

Captain—William Hunt.
Lieutenant of Artillery—Edward Griffin.
First Officer—William H. Hunt.
Second Officer—William H. Hunt.
First Assistant—Frederick Miller.
Second Assistant—Monroe Barnes.
Commissary Officer—F. L. Willis.
Pilot—Samuel Cameron.

The following are the names of the troops supposed to be on the two vessels, the New York and Zouave:—

other companies of the same battalion, in the three months campaign.

The report of the Adjutant General of the State thus describes the regiment:—The Twenty-fifth is essentially a Worcester county regiment. It was recruited at Camp Lincoln, and left Worcester for Annapolis October 31. The officers are, with scarcely an exception, gentlemen who have held high rank, and been active in our volunteer militia. Lieutenant Colonel Sprague commanded a company in the Rifle Battalion under Major Devens during the three months term. Colonel Upton is a well-informed and capable officer.

THE LOUISIANA.

The Louisiana was a large side-wheel steamer of eleven hundred tons burthen. She belonged to Baltimore, where she was owned by the Baltimore and Norfolk Company. She was built in 1864, was supplied with a vertical beam engine, with a cylinder thirty inches in diameter, and a stroke of eleven feet. She rated 242, and her dimensions were as follows:—Length, two hundred and seventy-five feet; breadth, thirty-five feet; depth, twelve feet. She was one of the transports chartered by government, and had on board the Sixth New Hampshire regiment. She was among the vessels that reported at Fort Monroe on the 11th of January; but owing to some cause she did not sail at the time the expedition left Fort Monroe. We stated before that she was burned to prevent her from falling into the hands of the rebels. All on board were saved.

The following are the names of the troops supposed to have been on the Louisiana:—

SIXTH NEW HAMPSHIRE VOLUNTEERS.

Field and Staff.

Colonel—Nelson Converse.
Lieutenant Colonel—Simon G. Griffin.
Major—Philip F. Babby.
Adjutant—Alonzo Nute.
Quartermaster—Sherman Cooper.
Commissary—Edw. Westworth.
Surgeon—Timothy E. Ames.
Assistant Surgeon—Albert M. Kimball.
Hospital Steward—John H. Varney.
Pilot—Charles H. Varney.

Line Officers.

Captain—First Lieutenant. Second Lieutenant.
A—Joseph Clark. O. H. P. Craig. T. P. Cheney.
B—Sam'l P. Adams. A. J. Roberts. S. G. Goodwin.
C—H. H. Benson. D. A. Tibbels. J. W. Brooks.
D—Sam'l H. Quares. N. Jones. W. Haynes.
E—O. G. Dorr. J. A. Cummings. G. H. M. Chimes.
F—G. C. Starkwell. A. D. Combs. S. Adams.
G—John H. Smith. E. D. Moore. J. Y. Gardner.
H—John Sanders. A. J. Sides. H. Westworth.
I—Rob't. E. Ede. T. T. Moore. H. J. Dudley.
K—E. H. Converse. J. Nutting. C. L. Fuller.

This regiment was organized in Chelsea county, and left its camp there on the 25th of December last for Washington, whence it was ordered to join General Burnside's division at Annapolis, which place it reached on the evening of the 7th inst.

Colonel Nelson Converse was born in Chelsea county, N. H., and is now about fifty-two years of age. He is an experienced officer, and has been connected with the military of his native State some thirty years; held every position from private to major general of the Third division. In civil life he has been quite a prominent citizen, and has held various political positions, among others a seat in the State Legislature, and several county offices.

Lieutenant Colonel Simon G. Griffin served in the three months campaign as Captain of the Goodwin Sharpshooters, which formed a company of the Second New Hampshire, and fought at Bull's run. He is a native of New Hampshire and about thirty-four years of age.

Major Charles Scott has been connected with the militia of New Hampshire since his boyhood, and recently resigned the position of adjutant in the Twenty-second regiment.

THE EASTERN QUEEN.

The Eastern Queen was a propeller of seven hundred and fifty tons burthen, and was chartered by the government to carry troops. She was formerly in traffic on the Kennebec river, and between Boston and Bath. She carried no guns. She had low pressure engines, with a cylinder forty-eight inches in diameter, and a stroke of fifty-five inches. Her dimensions were as follows:—Length, two hundred and twenty-five feet; breadth of beam, thirty feet; depth of hold, twelve feet. She had ample accommodation for six hundred troops, and it is supposed had on board at the time of the storm the greater part of the Fourth Connecticut regiment. The following is a list of her officers:—

Captain—Jason Collins.
First Officer—Theodore Cobb.
Second Officer—Peter Walbridge.
Chief Engineer—Wesley Collins.
First Assistant Engineer—Libius S. Davis.
Second Assistant Engineer—George F. Ayre.
Pilot—Theodore Cobb.

The following are the names of the troops supposed to have been on board the Eastern Queen:—

FOURTH REGIMENT CONNECTICUT VOLUNTEERS.

Field and Staff.

Colonel—Robert O. Tyler.
Lieutenant Colonel—Nelson L. White.
Major—Nelson L. White.
Adjutant—George M. Hemingway.
Quartermaster—George A. Washburn.
Surgeon—Samuel W. Skinner.
Assistant Surgeon—Jonathan H. B. Stevens.
Chaplain—Rev. Edward A. Walker.
Commissary Sergeant—Frank A. Pratt.
Hospital Steward—Edward P. Allen.

Line Officers.

Captain. First Lieutenant. Second Lieutenant.
A—E. S. Kellogg. Wm. G. Fitch. Charles M. Robins.
B—J. S. Burdett. Thos. Gilbert. George Ager.
C—J. S. Burdett. Thos. Gilbert. George Ager.
D—Geo. B. Cook. Thomas J. Mills.
E—Oscar A. Dennis. Thos. S. Rockwood. George M. Harman.
F—J. S. Burdett. Thos. Gilbert. George Ager.
G—R. C. Williams. E. W. Gilboe. Edgar C. Betman.
H—Cyprus C. Clark. Daniel R. Hubbard.
I—S. N. Perkins. Alfred F. Brooker. Edward H. Mix.
K—J. M. Spruell. Oliver Burke. Alfred S. Die.

THE OFFICERS.

Col. Robert O. Tyler had been but recently appointed to the command of this regiment in the place of Levi Woodhouse, of Hartford. Colonel Tyler is an officer of the regular army, and a native of New York. He entered the Military Academy as a cadet in the year 1849, and graduated in July, 1853, at which time he entered the army as Brevet Second Lieutenant of the Second artillery having been appointed from the State of Connecticut. He was transferred to the Third artillery, and made a full Second Lieutenant in the month of December of the same year. In September, 1856, he was promoted to a first lieutenancy, and was stationed in the far West. He was distinguished in several conflicts with the Indians in Washington Territory during the month of September, 1858. In the army lists of 1859, 1860 and 1861 he stood No. 15 in the list of First Lieutenants of Third artillery as he was promoted in the list of September, 1861, and a slight upward movement, for in the list of September, 1861, we find his name the same on the same list. On the 17th of May, 1861, he was transferred to the Quarter-master's Department, with the rank of Captain, from which position he was selected to take command of this regiment.

Lieutenant Colonel Nelson L. White is a native of Danbury, Connecticut, and has occupied that position since the first organization of the regiment, which is the first of the three years volunteers which started for the capital from that State. His former services we are at present unable to record for want of ready data, but hope to do so before the regiment returns home.

Major Leverett G. Hemingway is a native of Hartford, and an old member of the New Haven Grays. When the regiment was organized he was chosen the Captain of Company A; and when Major Birze was promoted to the Colonelcy of the Third regiment of Connecticut Volunteers, he received the choice of his regiment for the vacant position. He was considered a good soldier at home, and was also one of the most efficient engineers of the fire department. Those who were acquainted with him state that they believe him to be well fitted for the position of a field officer.

THE VOLIGUEUR.

The Voligueur was a bark of one hundred and forty-three tons burthen. She was built in 1858, at Kennebec, and was formerly engaged in the grain freighting business between New York and the West Indies. She was purchased by the government for a transport, and had room for about four hundred troops on board. Her dimensions were:—Length, one hundred and fourteen feet; breadth, twenty-seven feet; depth of hold, twelve feet. She had on board one swivel gun to protect herself. The following are her officers:—

Captain—W. M. Byre.
First Officer—George A. Byre.
Second Officer—S. S. Bader.

THE GRAPNEL.

The Grapnel was one of the floating batteries that were attached to the expedition. She was supposed to be very stoutly built, and had been also strengthened before being made ready to leave. She carried two guns on deck, and had a crew of about twenty men to man them. The Grapnel was under the charge of Second Mate N. B. McKean.

THE NEWS OF THE BURNSIDE EXPEDITION IN TRENTON.

TRENTON, Jan. 28, 1862.

The news of the loss of Colonel Allen and Surgeon Weller, of the New Jersey Ninth regiment, created a profound sensation in the Legislature. The melancholy event was announced in both houses, and out of respect to the memory of the dead both houses adjourned.

THE REBEL DEFENCES AT ROANOKE ISLAND.

WASHINGTON, Jan. 28, 1862.

The news from General Burnside, received to-day, was not unexpected. Indeed, it is not so bad as was feared by many.